REMARKS

Reconsideration and allowance of this application is respectfully requested in view of the above amendment and the discussion below.

Applicants invention, as defined by independent claim 6 concerns a method for documentation of compatibility products in an automobile which simplifies updating of products and which stores dating corresponding the product configuration control center outside the vehicle while at the same time providing that such data is up to date. In response to an initiation signal any updated data in the vehicle passing to the control center and then to configuration document server said where the data is stored in a first database in chronological sequence and divided into product which may include product parts and are technology appliances and/or software as discussed in the present application.

In other words, the data is stored completely in the automobile in a single memory which contains all of the information and, when updated, or any other time is passed to the control center then to the configuration document server for ultimate compatibility check. The ability to store the data independently of the vehicle and outside of the vehicle ensures monitoring access to the data at any time by the vehicle manufacturer or repair facility. The evaluation can occur without any radio contact at that particular time with the vehicle. In other words, data can be read at any desired time from the data memory within the vehicle can be stored independently of an outside the vehicle. As a result of the data memory in the vehicles lost and accident the configuration data for the relative vehicle is still

available. Because of the storage and database and the history of the products of the vehicle can be evaluated with respect to their configuration changes during the life cycle of the vehicle. A compatibility document server is provided which stores information about the particular products and thus is able to carry out a compatibility check for the appropriate configuration standards.

Claims 1-5 were rejected under 35 U.S.C. 112, second paragraph, with respect to the items indicated at item 4 on page 3 and the top of page 4 of the patent Office Action. In response to this rejection Applicants have cancelled claim 1 and provided a new claim 6 which clarifies that the data stored in vehicle is grouped among the products of the vehicle and, the specification clearly supports this language. Furthermore claim 3 has been amended to eliminate the use of "such as".

The objection to the specification at item 2 and the objection to claim 5 at item 5 has been addressed by the above Amendment.

Claims 1-5 have been rejected under 35 U.S.C. 102 as anticipated by the reference to Snow et al. U.S. Patent No. 6,434,455 as detailed at item 6 on page 5 of the patent Office Action.

In response to this rejection Applicants have provided a new independent claim 6 which recites method steps not shown or disclosed or made obvious to the reference to Snow et al.

Claim 6 now provides a recitation which clarifies that the data stored in the vehicle and transmitted to the control center and the configuration server is grouped and/or divided to correspond to the products of the vehicle and this product

divided data at the control center is outside of the vehicle and substantially in response to an initiation signal is passed to the configuration documentation server 7. Additionally, the compatibility data is stored for the all of the products of the vehicle on the compatibility documentation server in the second data and a compatibility check for at least one of the products in the vehicle is performed by using the data in the compatibility documentation server. Lastly, configuration standards of the products are checked outside of the vehicle due to the communications between the configuration documentation server and the compatibility documentation server.

The present invention results from a recognition of technical problems due to the increased complexity of products in the vehicle and there interaction. This complexity requires monitoring of the products used in the vehicle in order to gain a fully functional vehicle. This is especially important in hardware products such as electronic control units and/or software products with respect to compability because of the relatively short lifetimes which require updates and/or exchanges. The present invention thus addresses the problems of optimizing the compatibility check outside the vehicle by providing compatibility checks from a server which is not connected to the vehicle and which can be accomplished at anytime. The checks can be accomplished at regular intervals to ensure quality and the latest products standards. Data can be quickly updated because the compatibility data is stored on the server outside of the vehicle and failures caused by obsolete compatibility can be avoided.

The reference to Snow et al. '455 is a logistic service system with a programmable vehicle module whereby component information is retrieved from the module and stored on the server in order to service the module. Even if a plurality of modules are serviced the information comes from the particular module and not from a central storage facility on the automobile which contains all of the information for all of the products. The purpose of Snow et al. is to provide for information retrieved from a particular component based on information stored in that component or in that module related to that component. Component information is retrieved by a service computer and transmitted to a central server which uses that information to customize the diagnostic possibilities that take into account the characteristics of the module and its associated components. Fault codes can be used to provide these customized scenarios.

Snow et al. does not disclose the claim relationship whereby the stored vehicle data is grouped into products and all of this data is transmitted to a control center outside the vehicle and is then passed onto a configuration documentation server which is subsequently compared with or checked against compatibility data for the products of the vehicle. As a result there is no showing of the claimed recitation of the checking of configuration standards of the products from outside the vehicle based on communications between the configuration documentation server and the compatibility documentation server.

The diagnostic scheme of Snow et al. is concerned with Fault codes and their interpretation and not the checking of the compatibility with previously stored

compatibility data. Thus there is no disclosure in Snow et al. of a compatibility database as can be seen from the discussion of Figure 1 and the databases 44, 46 and 48 at column 3, lines 45 to 61.
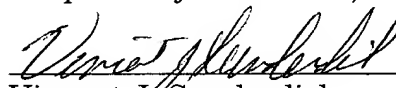
Therefore in view of the distinguishing features between the claimed invention as defined by independent claim 6 and dependent claims 2-5 which depend from and contain all the limitations of claim 6 and in view of the changes to the specification and the claims to address the objections and rejections under 35 U.S.C. 112, Applicants respectfully request that this application containing claims 2-6 be allowed and be passed to issue.

If there are any questions regarding this amendment or the application in general, a telephone call to the undersigned would be appreciated since this should expedite the prosecution of the application for all concerned.

If necessary to effect a timely response, this paper should be considered as a petition for an Extension of Time sufficient to effect a timely response, and please charge any deficiency in fees or credit any overpayments to Deposit Account No. 05-1323 (Docket #095309.50650US).

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